





Today's  
Advertisements.

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by  
PUBLIC AUCTION,  
ON  
SATURDAY, the 11th June, 1898,  
at 3.30 P.M.,  
at their SALE ROOMS,  
A VALUABLE COLLECTION OF  
POSTAGE STAMP

In lots as per Catalogue.  
Catalogues can be had on application and the  
Stamps are now on view.  
HUGHES & HOUGH,  
Auctioneers.  
Hongkong, 8th June, 1898. [757]

Occidental and Oriental Steam-  
SHIP COMPANY.  
NOTICE.

CONSIGNEES of CARGO per Steamship  
"GAELIC."

The above Steamer having arrived, Consignees  
of Cargo are hereby requested to send in their  
Bills of Lading for countersignature and to  
take immediate delivery of their Goods from  
alongside.

Cargo impeding the discharge of the Vessel  
will be landed and stored at Consignees' risk and  
expense.  
J. S. VAN BUREN,  
Agent.  
Hongkong, 8th June, 1898. [1-1-2]

Intimations.  
DAKIN, CRUICKSHANK &  
COMPANY,  
VICTORIA DISPENSARY,  
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.  
SODA WATER.  
LEMONADE.  
GINGER ALE.  
SARSAPARILLA.  
RASPBERRYADE, &c.

DAKIN, CRUICKSHANK & Co.'s WATERS are  
made under the constant supervision of a duly  
qualified English Chemist and will bear com-  
parison with the best English Manufacturers.  
Special terms to HOTELS, CLUBS, MESSERS and  
other Large Consumers.  
Any complaints should be addressed to the  
Manager.  
Hongkong, 1st March, 1897. [130]

EXTENSIVE REDUCTIONS.  
H. KUTTONJEE.

BEGS to inform his patrons and the public  
generally that he has made  
Extraordinary reductions in the prices of all  
fine and well-selected stock of Groceries, wines  
and spirits.  
The new prices will now be had at No.  
13, D'Arville Street and at the "Kowloon  
Branch—Elgin Road. The rates will undoubt-  
edly be found to have been so adjusted as to  
appreciably meet the times.  
A trial will speak for itself.  
Hongkong, 1st June, 1898. [708]

A. S. WATSON & CO.,  
LIMITED.

SOLE AGENTS IN HONGKONG, CHINA  
AND MANILA FOR  
'NESTOR'  
SANITARY FLUID.

DISINFECTANT, GERMICIDE,  
ANTISEPTIC AND DEODORISER,  
NON-POISONOUS,  
NON-CORROSIVE,  
DOES NOT STAIN.

OPINION OF A LEADING EXPERT.  
'NESTOR' FLUID is a powerful Disinfectant  
and Germicide, and is a Deodoriser of  
the highest order.

A. B. GRIFFITHS, Ph.D., F.R.S.E.,  
Member of the Chemical Society  
of Paris and St. Petersburg;  
Bacteriological and Agricultural Expert.

5 gallons drum ... .. \$10.00  
3 do ... .. 4.50  
1 do ... .. 2.25  
Pint tin ... .. 0.50

'APENTA.'  
The best natural Aspergent Water bottled at  
Buda Pest under the direct supervision of the  
Royal Hungarian Chemical Institute.

A. S. WATSON & CO. LD.  
THE HONGKONG DISPENSARY.  
ESTABLISHED 1841.  
Hongkong, 16th May 1898. [7]

## NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions,  
Advertisements, &c., be addressed to the "Manager, Hongkong  
Telegraph," and not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and  
not to individual members of the staff.

Communications intended for publication must be accompanied  
by the name and address of the writer, not necessarily for  
publication, but as evidence of good faith.

While the columns of the Hongkong Telegraph will always  
be open for the free discussion by correspondents of all questions  
affecting public interests, it must be distinctly understood that  
the Editor does not in any way hold himself responsible for  
opinions thus expressed.

## TO ADVERTISERS.

Advertisements to be received at all offices intended for  
insertion in this day's issue not later than Three O'clock, so as  
not to retard the early publication of the paper.

Advertisements and Subscriptions which are not ordered for a  
fixed period will be continued until discontinued.

The Hongkong Telegraph has the largest circulation of any  
English newspaper published in the Far East, and is therefore the  
best medium for Advertisers. Terms can be learnt on application.

The Hongkong Telegraph's number at the Telephone Central  
Exchange is No. 1. Telegraphic address—"Telegraph,"  
Hongkong.

## TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG  
TELEGRAPH" ARE MOST RESPECTFULLY  
REMINDED THAT ALL SUBSCRIPTIONS  
MUST BE PAID IN ADVANCE.

## DEATHS.

At St. Bernard's Hospital, Nagasaki, on May  
25th, W. B. RUSSELL, Commissioner of Imperial  
Maritime Customs at Setow, aged 49 years.

At Valenciennes, France, X. SALABELLE,  
late of Yokohama, aged 73.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, JUNE 8, 1898.

## CUBA.

In presenting the accompanying map of  
the Scene of Action in the West to our  
readers, we must apologise for any short-  
comings that may be apparent therein, as  
it is impossible to get fine work done in  
Hongkong at short notice, and the class of  
wood used by the Chinese engravers for  
block-cutting does not readily lend itself to  
fine line-work. So far as possible we have  
given the principal points of interest, but  
here and there one or two have of neces-  
sity been omitted owing to want of space.  
The courses of the telegraph cables con-  
necting the different islands have been  
shown as well as the cables running from  
New York to Europe, and a table of ap-  
proximate distances is given at the foot of  
the map.

The island of Cuba was discovered by  
Columbus during his first voyage on the  
28th October, 1492. It was first named  
Juana in honour of Prince John, son of  
Ferdinand and Isabella, but later on the  
native name of Cuba was revived. Baracoa,  
at the eastern end of the island, was the  
first town founded and it was followed by  
Santiago and Trinidad in 1514 and by  
Havana in 1515. The island has seen  
many troubles since its first settlement by  
the Spaniards. In 1538 Havana was de-  
stroyed by French corsairs, and was rebuilt  
and fortified four years later and became  
the Spanish capital of the island.

The admirable situation of the new  
capital saved Cuba from the fate of the  
other Antilles abandoned by Spain, and  
only relinquished at the end of the seven-  
teenth century, when the French and Eng-  
lish settled there. During the whole of  
the seventeenth century Cuba was a prey  
to pillage and incursions at the hands of  
pirates and filibusters. In 1604 Captain  
Gibbert Giam, at the head of a band of  
two hundred men, sacked it; in 1622 the  
English occupied the fort, Morro de San-  
tiago; in 1679 the French, commanded by  
Franquelin, attacked the eastern portion;  
in 1688 Puerto del Principe was pillaged  
by Morgan, the English buccaneer.  
Havana alone stood firm; in 1543 she was  
burnt to the ground but in 1544 the  
Frenchman Boas, and in 1585 even Drake,  
were repulsed with great slaughter; while  
in 1622, 1623, and 1638, the English came  
to utter grief outside her walls.

In 1580 the cultivation of the sugar-cane  
and tobacco was commenced, negroes  
being imported to assist therein; and  
even before the seventeenth century it  
had been found necessary to strengthen  
Havana by two additional fortresses, both  
of which still exist. In 1761 Havana was  
taken by an English fleet and an army under  
Lord Albemarle, the former consisting of  
more than 200 vessels of all classes, and  
the latter of 14,041 men, while the Spanish  
numbered 27,510. The defence was  
extremely obstinate. The English com-  
menced operations on the 6th of June; but  
it was not until the end of July that the  
Moro Fort surrendered, nor until the 14th  
of August that the city capitulated. The  
spoils divided among the captors amounted  
to over three-quarters of a million sterling.  
By the Treaty of Paris in February of the  
following year Cuba was restored to  
Spain, and from that time its progress has  
been rapid.

Numerous insurrections occur in the  
history of the island, only the chief  
of which it is possible to notice within  
the limits of a newspaper article. After  
the revolution in Spain in 1808 the  
Cubans revolted under the leadership  
of Carlos de Céspedes, having avowedly  
for their object the expulsion of the  
Spaniards from the island. The insurrec-  
tion continued until the establishment  
of the Spanish Republic in 1873, when  
hostilities were for a time suspended.  
They broke out again on the appoint-  
ment of Martinez Campos as Governor in  
1876, and only terminated with the com-  
plete defeat of the insurgents two years  
later. Eighteen months afterwards broke  
another insurrection, followed by a state  
of siege being proclaimed and amnesty  
promised. Once more the rebels were de-  
feated, at Placencia, in December, 1879; but with

the promise of another amnesty and the  
passing of a bill in the Cortes for the  
gradual emancipation of the slaves, things  
for three years settled down into com-  
parative peace and quiet. At the end of this  
period General Auzmex was again on the  
warpath, and calling upon the Cubans  
once more to revolt, found himself at the  
head of a considerable force. Little was  
attained by the insurgents by this move-  
ment. They were severely beaten on  
several occasions, hardly once scored a  
real success, and ultimately got dis-  
persed and so disappeared. In March,  
1895, the flames again burst forth  
with the insurrection at Santiago.  
The events of this most recent struggle,  
which is still continuing, are too fresh  
in the minds of all to need recapitulation here.

Quite as dangerous to Spain as insurrec-  
tion within the island have been the many  
filibustering attacks on it from without. In  
1848 a secret society called "The Lone  
Star" was formed in Alabama and other  
Southern States of the Union "for the  
extension of the institutions, power, in-  
fluence and commerce of the United States  
over the whole of the Western hemisphere  
and the islands of the Atlantic and Pacific  
oceans." The first "acquisitions" to be  
made by the order were Cuba and the  
Sandwich Islands. The President of the  
United States published in the following  
year a strong proclamation denouncing  
the object of the invaders, which did not  
however deter the notorious Lopez from  
invading the island both in 1850 and 1851,  
in the latter of which expeditions he was  
defeated and subsequently garrotted at  
Havana. Eighteen years later another  
such attack was made on the island but  
repelled.

And yet another method of separating  
Cuba from the mother country has been  
at various times attempted, and has  
equally failed, despite the attractions that  
it must have presented to Spain. In 1845  
a proposition emanated from the Senate  
at Washington to purchase the island, and  
in 1846 an American company for this  
purpose, with a capital of 200,000,000 dol-  
lars, was incorporated. In 1848 President  
Polk went so far as to propose through  
the United States Minister at Madrid a  
transfer of the island for a million dollars.  
Again, in 1854, Messrs. BUCHANAN, MASON,  
and BOULE, United States envoys, having  
met at Ostend and Aix-la-Chapelle,  
reported recommending the purchase of  
Cuba; but although the first of these be-  
came President in 1856 and urged the  
scheme with all official weight, it came to  
nothing. Lastly, a similar proposal was  
made in the Senate in 1858, the sum sug-  
gested being thirty million dollars, but  
after debate, and in view of the dislike  
that Spain had ever shown to such offers,  
it was withdrawn.

Cuba is now to be, for a time, the cyno-  
sore of all eyes, and the whole world will  
watch the struggle between the Americans  
and Spanish for the possession or em-  
ancipation of the island. Nobody appears  
to know really what is to be the outcome  
of all this waste of lives and money, but it  
is to be hoped that one of the results will  
be a long and lasting peace in the "Pearl  
of the Antilles," one of the many "Gardens  
of the Sun."

## TELEGRAMS.

## NEUTER'S MESSAGE.

## THE SPANISH-AMERICAN WAR.

## THE SINKING OF THE "MERRIMAC."

LONDON, June 6th.

The sinking of the *Merrimac* by Lieut.  
Hobson and eight volunteers was an act of  
distinguished heroism. Having sighted the  
*Merrimac* at night the *Chautau* under a tre-  
mendous fire, Lieut. Hobson pressed a button  
which exploded a series of torpedoes. The crew  
then jumped into a small boat and endeavoured  
to return to the fleet. Admiral Cerveras chival-  
rously stopped firing and sent a boat to pick up  
the Americans whom he offered to exchange  
for Spanish prisoners in recognition of their  
gallantry. The conduct of Admiral Cerveras is  
highly appreciated in the United States.

## [FROM JAPANESE PAPERS]

## THE WAR AND THE MONEY MARKET.

LONDON, May 28th.

In view of the hostilities between America  
and Spain will not be long duration, the tension  
in the money market has been relieved and  
bank interest has declined to 1-3rd per cent.;  
gold bullion to £3 17s 9d.

The money market at New York has also  
shown a similar tendency, and the daily interest  
on bills discounted has fallen slightly.

## THE TROOPS FOR MANILA

TOKYO, June 1st.

The U.S. troops ordered to Manila are ex-  
pected to call at Yokohama on the 18th or 19th  
inst.

## MANILA TO BE BOMBARDED.

Kobe, June 3rd.

The *Asahi's* correspondent at the Pescadores  
wires that the bombardment of Manila is ex-  
pected to take place to-day. [Very improbable.  
—Ed. H.K.T.]

## THE PLAGUE.

During the 24 hours up to noon, 7th June,  
5 new cases and 3 deaths from plague were  
reported, making the total since 1st January  
(17,8 days) 1,367 cases and 1,114 deaths.

## LOCAL AND GENERAL.

The appeal case *Li Shu v. Tsoi Heng Po* and  
another again engaged the attention of the Full  
Court to-day and was further adjourned till to-  
morrow morning.

MESSRS. LUGGERS, Elstmann & Co., general  
agents of the Great Eastern and Caledonian  
Gold Mining Company, Limited, have received  
the following telegram from their mining  
manager:—"We have struck the main reef  
Great Eastern Shaft."

INSPECTOR DUNCAN is carrying on his crusade  
against the possessors of illegal weights and  
measures with unabated vigour. To-day he pro-  
secuted two dealers for offending in this respect.  
They were both found guilty and fined \$5 each,  
in default six weeks' hard labour.

MEDICAL circles in Berlin are much agitated  
over a statement made by a prominent physician  
of that city to the effect that the nurses in the  
private hospitals are in league with the under-  
takers, who distribute among them circulars  
offering as much as \$15 by way of gratuity for a  
good job.

MAN-OF-WAR Anchorage were a very picturesque  
appearance this morning. Most of the gunboats  
had all their bunting on the flag bays drying  
after the recent heavy rains. They also had  
their sails hanging loose in the breeze and the  
big topgallant sails, topmasts and foremast, to-  
gether with the jibs and staysails, gave them a  
regular "Old Navy" air such as is now seldom  
seen.

A CHARACTERISTICLY kind action of the Queen  
has just been recorded. Her Majesty has  
forwarded a beautifully-framed portrait of herself  
to Mr. Robert Taylor, Postmaster, Scarva, Co.  
Down, aged 114 years, bearing the following  
inscription: "This portrait is presented by Queen  
Victoria to Mr. Robert Taylor, Postmaster of  
Scarva, on his having attained an almost un-  
precedented age, April, 1898." Her Majesty has  
also honoured Mr. Taylor by asking him for his  
photograph in return.

A CONTRACTOR at Tai-ping-shan was to-day  
charged by Inspector Duncan with blaspheming  
without due regard to the public safety. The  
Inspector produced a dangerously large piece of  
rock which had been deposited by a blast in a  
street some distance away. Defendant said he  
had covered the blast with planks and the piece  
of rock must have come through an opening in  
them. The Inspector informed Capt. Hastings  
that defendant had been fined \$75 for the same  
offence a fortnight ago. His Worship inflicted  
the full penalty of \$100.

INSPECTOR D. Cuthbert, No. 2 Station, made a  
big haul of gamblers last night. First he went  
to Wing-lung Street with a party of police and  
there raided a house where six *pin-chi* players  
were captured. The first was fined \$50 or two  
months, the second \$50 or three months, the  
third \$15 or six weeks and the other three \$2  
each. The second prisoner had "been there  
before." The same officer later on presented  
nineteen prisoners captured while playing *mo-  
pot* in Swatow Lane. They were of a very  
humble class and the first two were fined \$5  
each, while the rest got off with fines of \$1 each.

A CENTRAL Market Stall holder was to-day  
fined \$2 for causing an obstruction at the  
Market and \$10 for assaulting an Indian con-  
stable. Defendant was sitting on the steps at  
the Market and when the constable asked him  
to move he would not. An attempt was made  
to arrest him and other Chinese came to  
the rescue. A mistake from the *Tamar* and  
another Indian constable eventually succeeded  
in clearing the crowd off and in getting the  
prisoner to the Station. A Chinaman who took  
part in the scrimmage was charged with assault-  
ing one of the constables by knocking his turban  
off. He was fined \$10.

OLD Sir John Astley was being constantly  
interrupted by a fair-haired young guardman,  
a mere lad of twenty, who was comparing points of  
expenditure with some fellows of his own set at  
the Mate's very elbow. In the course of the  
discussion the younger happened to drop  
the remark that he was surprised at any  
body being hard up in such easy times; and  
the old baronet at once picked him up on it.  
"Double, you're hard up, sir, how old are  
you?" asked Astley. "I'm twenty to-day, Sir  
John," replied the young one, "and my master  
this very morning presented me with a  
'monkey'." "Bless my heart!" cried Sir John,  
"that seems to be quite a lad of here, doesn't  
it?" "How so, sir?" "Why, she did the same  
thing to your father just twenty years ago."  
—London Daily Telegraph.

THE Little Brooklyn boy who offered his entire  
fortune of 48 cents to President McKinley to  
buy a war ship to replace the *Maine* had a pre-  
decessor in the war of 1872. He is known to  
history simply as "Billy" and was only 9 years  
old. He was the only son of a widow, and the  
crew of Captain Decatur's frigate *United States*  
had adopted him. When the *Medon* had been  
in sight the little fellow stepped up to Com-  
modore Decatur. "And it please you, Captain,"  
he said, "I wish my name might be put down on  
the roll." "And what for, my lad?" inquired the  
commander. "So that I can draw a share of  
the prize money, Sir," answered he. Pleased  
with the spirit of the little hero, his name was  
ordered on the list. After the prize was taken,  
Decatur called up the little sailor boy. "Well,  
Billy," said he, "we have taken her, and your  
share of the prize, if we get her safe in, will be  
about \$200. What will you do with it?" "I'll  
send one-half of it to my mother, Sir, and the  
other half shall send me to school." Delighted  
with the spirit of the lad, the Commodore took  
him under his immediate protection and obtain-  
ed for him the berth of a midshipman.

A CHINAMAN, who sought to "do" the G. P. O.  
by carrying letters for transmission to Macao  
was to-day fined \$50, in default two months'  
hard labour.

AN Odessa paper of April 15 reports a great  
scandal in the Russian marine. More than 200  
officers of the fleet in the Black Sea have been  
arrested at Sebastopol charged with having  
received bribes. Five have committed suicide  
rather than be brought to justice. The com-  
mandant has been forced to resign.

SOME of the stories that are being circulated in  
French newspapers are very amusing. The  
latest is that the United States has "promised  
to capture the Canary Isles and cede them to  
England." This is in the *Exclair*, but the paper  
omits to state that we have promised to conquer  
the rest of the world and toss the United States  
for it.

AN expedition has just left Stockholm for  
Eastern Siberia, in search of Herr Andrus and  
his companions. The expedition consists of  
Herr Spadling, the Polar explorer, Dr. Nilsson,  
the botanist, and Herr Fjellholm, an engineer,  
one of whose brothers is a member of the  
Andrus exploring party. The search will com-  
mence at the mouth of the Lena, and the district  
covered will include the New Siberian Islands,  
in which stores were established in 1893, con-  
taining food supplies for ice-bound travellers.

COMPLAINT has reached us, says the *Kobe  
Chronicle* of the 13rd ult., not only of insolence  
but of two deliberate assaults within the past  
week or so by coolies upon a foreign resident—a  
woman too—in the Paper Mill road. The other  
night the resident in question was unexpectedly  
struck a most violent blow on the back by a  
Japanese of the coolie class whom it was too  
dark to identify. There is almost an entire ab-  
sence of lamps in the street, and we are informed  
that a policeman is rarely to be seen in the  
neighbourhood.

SAYS the *Morning Leader* of April 10th:—  
There are somehow or other here and there a  
few people in this country who sympathise—or  
say they do—with Spain. We will not trouble  
to inquire into the sincerity of their sympathy,  
or examine its basis. It is enough to know  
the vast, the overwhelming, majority of the  
British people are enthusiastically on the side  
of America. So far from having been pre-  
cipitated, that great people, our kinsmen really,  
have, if they have erred at all, done so by being  
too deliberate. All we can now do is to wish  
them God speed—and may their triumph be as  
speedy and as complete as a good cause  
deserves!

THE White Star Line have now arranged to take  
Cadogan cadets on board their steamships as  
apprentices. The cadets will be taken without  
a premium, and during their apprenticeship will  
be remunerated at a fixed rate. At the expiry  
of the term agreed upon the cadets will, no  
passing their Board of Trade examinations, be  
available for junior officers' berths, the aim of  
the White Star Company being to secure a sup-  
ply of officers trained upon their own ships. We  
understand that since the steamship lines com-  
menced to take Cadogan cadets as apprentices  
the demand for boys from the Mersey school-  
ship is considerably greater than the supply.—  
*Shipping Gazette*.

Mr. F. Sugimura, Chief of the Foreign Affairs  
Bureau of the Government of Formosa, arrived  
here from Foochow, where he went, we believe,  
on a special mission, a day or two ago and has  
now gone on a tour up the West River. Mr. Sug-  
imura is one of the ablest and most far-sighted  
officers of the Japanese Government, and his  
experience of foreign affairs is very considerable.  
He was the first Japanese Consul stationed at  
Chungking, Koo, during the stormy Hanabusa  
regime and since then has been on missions in  
almost all parts of the world. It is probable  
that Mr. Sugimura's trip up the West River is  
largely connected with trade, for although no  
Japanese have yet established firms at West  
River ports a fair share of the trade falls to  
Japan, the Chinese and others doing a good  
business in Japanese goods. Mr. Sugimura's  
report on the West River trade will doubtless be  
a very interesting document and it is to be hoped  
that his Government will cause it to be pub-  
lished at a comparatively early date, for too  
much cannot be made known about the trade  
and possibilities of expanding trade to the  
Southern provinces of China.

THE ROYAL HONGKONG GOLF  
CLUB.

## CAPTAIN'S CUP AND SILVER MEDAL FOR JUNE.

There was a good attendance of players on  
the links during the days devoted to this com-  
petition, and good scores were made by the  
winners of the Cup and the Pool. The remainder  
of the returns were rather poor. The scores  
were:—

CAPTAIN'S CUP.	
Mr. P. de C. Morris	92
Mr. G. de C. Morris	90
Mr. E. F. Mackay	103
Mr. H. P. Mackay	103
Mr. E. R. Morris	100
Mr. C. A. Tomes	98
Mr. W. A. L. Leithbridge	107
Mr. G. W. F. Playfair	112
Capt. Hibbert, K.O.R.	110
27 entries.	

POOL.	
Mr. M. Stewart	93
Mr. P. de C. Morris	95
Capt. Montgomerie, R.N.	97
Mr. G. Stewart	92
Mr. C. A. Tomes	98
Mr. E. R. Morris	104
12 entries.	

## THE WAR.

## A DOOMED CITY.

(From our Special Correspondent).

MANILA, May 30th.

Unless peace is signed very suddenly, Manila  
is a doomed city, for the rebels are closing in  
rapidly, and this city could no more survive a  
big battle than a house of cards could stand a  
typhoon. Even if the strength and skill of the  
defenders be commensurate with their valour and  
patriotism, even if all attacks be repulsed, still  
the struggle must mean terrible loss if not total  
ruin to Manila itself. Here is a rich seaport, a  
metropolis, almost as large as Liverpool, the  
majority of the buildings are of a highly inflam-  
mable type, fires are frequent in ordinary times,  
and a very little shelling would burn the whole  
city to the ground. Here is a population of a  
quarter of a million full-blooded Malays, ordi-  
narily indolent but intensely excitable on occasion,  
and capable of anything at such a time as the  
storming of the city by their kinsmen under the  
insurgent flag. Neither the place nor the  
people can go through a week of what Paris  
had to endure for six weeks. Yet the  
Spaniards are as desperately unyielding as the  
French were in 1870, so confident in their  
unwavering valour, so ignorant of the irresistible  
forces they defy. The Spaniards still blindly  
hope for victory, in face of a fleet which can at  
any moment reduce the city to ruins while the  
defenders of the city are utterly powerless to  
touch the ships. "Our troops have plenty of  
corroge, and plenty of arms and ammunition;  
nobody can ever take the city." So they laugh  
at the danger, and scowl at the foreigner. When  
will the blow fall, and how?

Every day, and all day, there is an exodus  
from the city, attended very few days by some  
new actors. Large, clumsy river-boats, towed by  
steam launches or poled by natives, swarm up-  
river conveying families and goods, and come  
down again for more. Every road leading out  
of the city is thronged day after day with similar  
traffic, until the roads are one by one decided  
unsafe beyond stated points on account of rebels.  
The naval battle on the 21st of May created a  
great stampede, and for two or three days there  
was no work done, no shops open, no business  
thought of, nothing but mad flight. Then when  
people realised that the bombardment was not  
preceeding forthwith, they returned to their  
ordinary avocations, and it would at times be  
difficult to imagine there was such a thing as  
war. The first news of Aguinaldo's advance on  
the city revived the refugees' adventure, which  
soon dwindled almost to nothing; but now he  
reported within nine miles of the city walls, and  
complete panic prevails. Soldiers are being  
hurried to the front—and are coming back  
horribly slashed with the Filipino forestiers'  
knives. All day long, the wounded have been  
filling through the streets, a pitiful procession  
after the bravery and tramping that heralded their  
departure. The careless swagger and the  
haughty strut which characterized the Spanish  
soldier in the streets of Manila yesterday, have  
today given place to a weary, shuffling and a  
sullen tread. Not so many officers are seen  
chatting with the ladies on the Lunas (S. C.  
Explanade) or lounging luxuriously in arm-chairs  
under shady trees on the side-walks at the  
barrack-gates. Not so many loaf about the  
cafes and beer-houses, obstructing the pavement  
and talking big. More of them are hurrying in full  
marching-order, to camp out in the country to-  
night under arms, and to-morrow there is a tropical  
rain-storm. The clerk, the hotel-waiter, the  
shopkeeper, who volunteered for service and  
thereby secured a picturesque accompaniment,  
suddenly had to drop work to-day and get into  
line for a march out—into the dark, storm-  
night, to the place where all the ghastly wounded  
men were coming from. And to-day there was  
a serious shortage of the city's food supply.  
Even the first-class establishments, frequented  
by the richest section of the community, were on  
"short commons," and the poorer inhabitants  
must be feeling a pinch.

It is pitiful to see so many schoolboys valiantly  
playing at war. The Spanish soldiers are  
probably about as young as our own "Thomas  
Aikins" on the average, and of their native village  
there have never been out of their native village  
until now. The toy-like appearance, not  
lessened by the uniform, which looks almost  
burlesque; a light straw hat, high in the  
crown and wide in the brim like that of the  
typical stage brigand, blue striped cotton  
clothes something like "dunghers," a  
broad black leather belt, and foot-gear of  
many sorts. There is the ordinary "ammunition-  
box," the plain everyday shoe of civilian  
construction, and a Spanish national design of  
boot with no sides, only heel and toe connected  
by a sole and an ankle-piece. None of the  
poor fellows are shot just as they were born, and  
they get their feet shockingly lacerated in the  
country. It is said that over sixty per cent of  
the army hospital cases are feet festering from  
thorns. Once upon a time, it is related, the  
money put down for shoes used to be spent for  
shoes; but that was a long time ago.

In the middle of last year, one of the big  
prizes of the Manila lottery, one month "roll to"  
highest held by the Government, and advantage  
was taken of the windfall to set up a whole  
regiment in boots. But the prudent officer who  
selected the goods, in taking care to get a quality  
that looked nice and wore out in three or four  
weeks. In native warfare, bare feet are the  
rule, and consequently one of the favourite  
devices in the Malays' jungle fights always has  
been to prepare the ground, with sharp bamboo  
stakes, spiky pineapple tops, and a thousand  
and one other diabolical things which are to be  
had in profusion hereabouts.



and diseases of jungle warfare, and make light of them. But they cannot fight, because they are not trained, and their leaders are no good. Target practice is almost non-existent. This sort of warfare requires no drums and trumpets, not high spirits and no demoralization, but requires the faculty of hiding, and the faculty of shooting straight and quick. It requires a well trained eye, to spot every movement in the gloom of the greenery, to see further through the trees than the enemy can, to keep cover and drive his out of him. The Philippine natives, like all the kindred Malay races, cannot do any fighting as a rule except at close quarters, slaying with his heavy knife. The weapons much the same, he called the machete, or bolo, or kampanjan, or parang, or whatever the name of the weapon may be. The play of action is the same, to rush in unexpectedly and hack about a while, without the slightest attempt at self-protection. It is the form of fighting known to British troops in the Sudan and the Indian frontier, and it takes a lot of stopping. Quickness of eye and hand can only be acquired by long and hard practice, and these poor Spaniards do not get that—until the time when they ought to be using it. The rifle-battle should be all fully occupied; they are deterred. The Spaniards are a proud, plucky, high-mettled, long-enduring, tenacious, desperate, heroic people, incompetent.

The Master rifle, too, in hard work is found to be a mistake. It has a case of five cartridges, which have to be all used before any can be reloaded. That is to say, if a soldier has occasion to fire three, he must go on and waste the other two or else leave himself to meet a possible sudden rush with only two rounds in his gun. Nine times out of ten, he prefers to be ready with a full charge, and so his ammunition is wasted. Moreover, it is an unhandy weapon to work in a hurry. Perhaps it may be the fault of the men, or their misfortune in being undrilled, but they are very often killed in the act of reloading—which is a thing that should not occur often. Whatever be the explanation, there is something very wrong in troops with rifles as bayonets being driven steadily back by natives with knives. The rebels have some guns but most of the wounded soldiers seen in the streets have knife-wounds.

A naval officer, who fought his ship so well as to earn the special admiration of the enemy, joined the Volunteers as soon as he came ashore, and after one day out with them he is utterly unable to walk. His feet were in patent-leather shoes, which would have passed muster as dancing-pumps, and he got into a bad patch of them. He knew nothing of the shoes before, he knows all about them now—too late, like all the knowledge the Spaniards are acquiring.

Translation from *El Diario de Manila*, May 4, 1898.

#### THE NAVAL BATTLE OF CAVITE.

A SURPRISE.

When the enemy's squadron was sighted, to perfect line-of-battle, through the mist of a cloudy dawn on the morning of the first of May, apprehensive astonishment was generally felt among the Manila people. At last, the invaders' ships had carried their audacity so far as to make an appearance on our coast, and challenge our batteries, which promptly replied, but in a manner which was more distinguished by valour and bravery than by practical effect. For it requires more than mere courage to make each bullet find its billet, to make projectiles strike home and penetrate the enemy's armour, it does indeed!

#### EVERY MAN TO HIS POST.

The disparity between the strength of our batteries and that of the squadron which assailed Manila from its slumbers at five o'clock in the morning, was so serious as to alarm all and instantly dispel the usual tranquillity of our tropical life. On the one hand, all women and children fled affrighted, aloof or in carriages, to the outlying villages for refuge from dangers which were multiplied by imagination, on the other hand every man, from the highest dignity to the humblest artisan, Spanish and native, soldier and civilian, merchant and mechanic, every one we repeat, hastened to his post and took his weapons, confident that the invaders should never march into Manila unless over his corpse. Though the enemy was evidently unassailable, as was seen from the first, by reason of superior armour and armament, yet it is certain that nothing but overwhelming force could have availed to effect an entrance into our harbour.

#### SPECTATORS.

The city walls, house-tops, and other points of vantage were crowded with the people for whom there was no military or naval duty, and thousands of eager eyes watched the strategical fight of the city, toward Cavite, in calm and regular order as if on an ancient parade, for our batteries were in the best of order, and our ships, a sight filled the brave on-lookers with all the rage and exasperation of baffled bravery. A soldier of the 1st Batn. of Cazadores, gazing at the American squadron and then heavenwards, exclaimed "Oh, if only Holy Mary would tear the waters into dry land, that we might show the Yankees how we can charge a foe!" And a native, squatting near him, replied "Just let them come ashore, and give us a chance at them!" But the Americans kept on their course to Cavite, with the unwavering decision of confidence in overwhelming weight and numbers.

#### THE FIGHT AS VIEWED FROM MANILA.

From Manila we saw the two squadrons almost meeting in the clouds of smoke, a mingled mass of iron and steel, and the mingled great deal, considering the small strength of our batteries. It was our only chance of victory, and indeed it was nearly successful; for, once alongside, the cry "Boarders away!" and the flash of cold steel would have sufficed for our devoted sailors to disturb the serenity in which the Americans worked their electric instruments and delicate clockwork mechanisms of precision to regulate and direct their huge engines of destruction. Valour and muscle must tell against masses of metal and machinery. The valiant sons of Spain fought as men who never count the odds nor yield to superior force, but would rather lose all and die than live and surrender. Everything was ready and all fear of death was forgotten in eagerness for the fray. In perfect and majestic order—why deny it? the nine American ships advanced in battle array, at full speed, towards Cavite. The *Olympia* opened fire and was immediately answered by the battery on the mole, which continued firing at intervals of five minutes, while the ironclad *Reina Cristina* and the *Reina Mercedes* and *Castilla*. The other ships did the same, and so the cannonade continued till 9.45. Then the *Don Juan de Austria* tried to ram the *Olympia* but was stopped by a tremendous broadside, otherwise both ships might have gone to the bottom. The *Reina Cristina* then got within about 200 yards of the *Olympia*, advancing at full speed, but was stopped by a hail of projectiles, which blew up the bridge, wrecked the ship, and filled her with dead and wounded. A dense column of smoke from the fore part of the ship showed that she had been set on fire by an incendiary projectile such as the laws of God and man alike forbid. Still keeping up her

fire on the enemy, the *Cristina* was withdrawn, and was sunk near the Arsenal to prevent her from falling into the hands of the enemy. The desperation of those on board the *Cristina* was aggravated by seeing the *Castilla* also in flames from the same nefarious use of inflammable projectiles.

The principal vessels of our little squadron being thus put out of action, the Yankee ships (some of them badly crippled by our fire) hauled off to Manila to repair damages, stopping the fight till ten o'clock, when they began a second attack to complete the work of destruction.

The only Spanish ship which had not been sunk or burnt by the enemy's projectiles was scuttled by its own crew to prevent its capture. Then Admiral Montojo, who had kept his flag flying as long as there was a single vessel, his condition afloat, came ashore, and hostilities ceased.

Everyone applauds the brave artillerymen who, by their calm and skillful work, did all that was possible with the guns assigned to them, allowing for deficiencies and imperfections not due to the valiant defenders. To the Point Sangley battery is attributed the injury which put the *Baltimore* out of action.

#### NOTES ON THE "DIARIO'S" VERSION.

The *Diario* is wrong in speaking of nine American ships all taking part in the bombardment, for three of the nine are non-combatants, namely the *Nashua*, *Zafra*, and *McCulloch*. The *Diario* is also wrong in calling the *Baltimore* an ironclad. Misrepresentations of this kind are calculated to propagate dangerous delusions. The *Diario* is entirely wrong in saying the *Baltimore* was put out of action. The *Baltimore* was hit, but no damage of any importance was done to her, nor to any American ship, although the Spanish vessels claim to have got within two or three hundred yards of them. If there is any truth in the distances named, then the present condition of the American ships is proof positive that the Spaniards cannot shoot. The *Reina Cristina* had good guns, and is said to have "got within about two hundred yards of the *Olympia*," but the *Olympia* is absolutely unharmed. The worst damage was done to the *Cristina* by a shell which struck her bridge and entered her funnel near the base of the funnel—examples of excellent marksmanship which there was nothing to prevent the Spaniards from emulating. In each case the effect must have been to utterly wreck the engines, and probably to explode the boilers.

The *Diario* is of course wrong in saying any specially inflammable form of projectile, "forbidden alike by the laws of God and man," was used. The outbreak of fire is sufficiently explained in the ordinary course of events. To thus minimize the danger of fire in wooden ships would be very mischievous if believed.

The moral of the fight is very well expressed by the *Diario* at the outset: "It requires more than courage to make every bullet find its billet." It requires also skill, for all the bravery in the world will not make a well-aimed shot go crooked, nor a bad miss hit the mark. The Spaniards missed miserably.

#### OPENING OF PHILIPPINE PORTS.

To the courtesy Señor Don José de Navarro, Spanish Consul, we are indebted for the following:—

"El Ilmo. Señor Intendente de Filipinas informs me under date of 27th May last that the following ports remain open to foreign trade:—Sual (Pangasinan), Aparai (Cagayan de Luzon), Maubao (Tayabas), Legaspi y Tabaco (Albay), Sorsogon (Sorsogon), Catibogan (Samar), Tacloban (Leyte) y Surigao (Mindanao)."

#### POLO AND CAPTAIN LOVEBAND.

On Monday evening the Hon. T. H. Whitehead gave a little "farewell" at the "Charter House" to Capt. F. R. Loveband who has been Honorary Secretary of the Hongkong Polo Club for the last three years and who leaves by the *Empress of China* to-day for England. Most of the older playing members were present, covers were laid for twenty and the Hon. F. H. May, C.W.G. occupied the Vice-chair in his happiest form. On Capt. Loveband's menu, Ben Jonson's very appropriate words were appended:—

"To-night give him, both, my poor house and I do equally desire your company."

Not that we think you worthy such a guest, but you will not come without us, I trust."

In proposing the health of the guest of the evening Mr. Whitehead spoke in feeling terms of appreciation of the many and varied services rendered by Capt. Loveband to the Polo Club and all branches of sport, and said that Hongkong socially and otherwise would be all the poorer by the departure of the Polo Club's sporting and general Secretary. The members and the whole community had keenly sympathized with Captain Loveband in his recent indisposition, and they all earnestly hoped that his trip to the old country would restore him to his usual good health and a long life of usefulness and happiness. Mr. Whitehead then on behalf of the members asked Capt. Loveband to accept of a Silver Silver as a small souvenir of their respect and esteem, which bore the following inscription:—

CAPTAIN F. R. LOVEBAND, A.D.C., FROM MEMBERS OF THE HONGKONG POLO CLUB IN RECOGNITION OF SERVICES RENDERED AS HONORARY SECRETARY.

The host gave a brief history of the Club since its formation some ten years ago, and referred to the farewell given to Major W. B. Fletcher, R.A., the founder and father of the Polo Club, at the Charter House and said: "Ever since the Club's birth Mr. Fletcher had nursed it with unceasing care and devotion; through patience, perseverance and tact he has seen his baby grow in health, in wealth and in strength and develop into a fine robust, hardy child. The child was proud of its father and from his smiling and genial expression of face it could be judged that the gallant Major was not ashamed of his offspring. Our experience of the Major was a very happy one, in connection with the game of Polo, (the king of sports) his management of the Gymkhana and Sky Meetings held under the auspices of the Club, and socially. His energy and resources in the promotion of many healthy recreation were inexhaustible, while he was full of consideration for the feelings of those about him. From time to time in this constantly changing community the Club had lost many of its best playing members but memories of those friends and rare good fellows, who are a credit to their country, will long remain fresh with us."

Mr. Whitehead said that many of these words equally applied to their gallant friend who was soon to leave these shores, and referred to the fact that his brilliant play, excellent horsemanship and sure and hard hitting would be remembered and emulated for years to come. The toast was then drunk in bumper with musical and highland honour. Captain Loveband suitably responded and proposed "Continued prosperity to the Polo Club" coupling therewith the name of the Hon. F. H. May, who replied in a speech teeming with Irish wit and humour. Other toasts were sung and sentiment followed and a most enjoyable and happy evening was brought to a close by the singing of "Auld Lang Syne."

#### THE CUSTOMS PAY LIST.

It will be satisfactory to more than the members of the Imperial Customs Staff to learn that the representations of the Inspector General to the Tientsin Yamen have been approved of, and a general increase of pay agreed to. The Inspector staff as a rule will receive an increase of 100 per cent, the Outdoor of 65 per cent, and the Civil of 50 per cent.

It may seem that the outdoor staff has been placed in an inferior position to the indoor, but a comparison of the necessary expenditure in each case will indicate that the distinction is reasonable. The Indoor Staff are to a much larger extent dependent on Europe, and at present rates their silver expenditure has more than doubled. With the Outdoor the portion of their pay necessarily spent in gold using countries is much less in proportion, and the actual cost of necessities in China has not progressed in proportion to the fall in exchange. In an even greater degree this applies to the Chinese staff. On the whole, though the increased scale does not amount to as high a result as that on which the original members of the Staff were paid, it is in proportion to other services on a fairly liberal scale.—*Shanghai Mercury*.

#### THE PEKING SYNDICATE.

The *Daily Chronicle* understands that within the last few weeks the Tientsin Yamen has come to an understanding with the Peking Syndicate by which they have conceded the mining rights in the province of Honan to the Anglo-Japanese Syndicate. The importance of this concession to England will be recognised when it is remembered that Richthofen, in his report to the German Government, states his opinion that it is second only to Shan-shi in gold, coal, and other minerals. Also, when it is borne in mind that the main line of railway from Peking to Hankow will be carried through this territory and that the southern portion of Honan is not far from the waterway of the Yangtze, it will be seen that the new concession is of the utmost moment.

#### GERMAN COMPETITION IN FAR EAST.

A Berlin correspondent sends to a home paper some further particulars concerning the exhibition of samples collected by a committee of German experts from the industry of China and Japan, and shown in two small rooms in an upper story of the palace of the German Imperial Diet in Berlin. The visitor will look in vain for costly specimens of native art; the exhibition has nothing to do with native export trade. The committee is giving an object lesson to the Teuton trader to show him what he can profitably import into China and Japan. Take, for instance, a simple example—Japan manufactures "singletons" for men and exports them to China, where they can be purchased for 3d. or 4d. The ordinary Chinese working man earns about 3d. or 4d. per day, so that he can manage to put by a day's wage to purchase a singleton at this price, his other wants being small; but it is useless for a European trader to introduce for this class of purchasers singletons costing 3d. or 4d., as the people could not afford to buy them. The committee have therefore exhibited specimens of Japanese singletons at the lower price, and it is left to German manufacturers to decide whether they can compete at this figure and export in large quantities. On the other hand, some woollen vests and undershirts of very excellent and expensive quality, manufactured also in Japan, are exhibited, as well as woollen shawls, socks, blankets, &c., to show the German manufacturer the power of their Japanese rivals to produce better class goods, and to enable them to form an opinion as to whether they can compete with them in regard to price in this field also. Samples of the sort of carvings and furniture stuffs from England that are marketable are given; but it would be useless for small merchants to export to China articles of this kind of a more ornate nature for the benefit of the few thousand Europeans who might use them, as the general demand is too small to insure a profit.

#### KOLACTICUM PILULES. THE GREAT REMEDY.

DISCOVERED recently by a physician in Africa. It is absolutely the best remedy for all NERVOUS AFFECTIONS (acquired or constitutional) DISEASES OF THE LIVER, KIDNEYS, & GENERAL PROSTRATION. Kolacticum gives health, strength and energy as no other preparation has ever been able to do. Medical men recommend and use it professionally for its marvellous recuperative powers.

PRICE 3/6 POST FREE.

THE KOLACTICUM COMPANY, 54 BOW LANE, CHANCERY, LONDON, E.C.

#### Consignees.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW LIVERPOOL AND SINGAPORE.

THE Company's Steamship.

"MOYUNE."

having arrived from the above Ports, Consignees of Goods are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Underwriters before Noon on the 11th instant or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on SATURDAY, the 11th instant at 3 P.M.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 12th instant will be subject to rent.

Bills of Lading will be countersigned by HOLLIDAY, WISE & Co., Agents.

Hongkong, 6th June, 1898. [1-W 719]

#### Intimations.

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS

AND GENERAL COMMISSION AGENTS,

PRAYA CENTRAL HONGKONG,

SOAP MANUFACTURERS,

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COMPOSITION RED HAND BRAND,

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MENU, BILLIARD TABLES and

LIQUORS to all others.

THE GRILL ROOM.

Hongkong, 1st September, 1897. [39]

#### SHIPPING AND MAIL NEWS.

MAILS DUE:

Australian (*Stamper*) 10th inst.

English (*Verona*) 10th inst.

Tacoma (*Columbia*) 11th inst.

Indian (*Lightning*) 12th inst.

American (*Dork*) 15th inst.

Canadian (*Empress of India*) 20th inst.

The N. P. S. S. Co.'s steamer *Mogul* has arrived at Yokohama, and sailed for Kobe and Hongkong to-day, the 8th inst.

The O. & O. S. S. Co's steamer *Dork*, with mail, etc., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 28th ult.

The China Mutual Steam Navigation Co.'s steamer *Chingwa* from Glasgow and Liverpool, passed the Canal about 3rd, and may be considered due at Singapore on or about the 21st inst.

HONGKONG AND WAMPORA DOCK RETURNS.

Holstein ..... at Kowloon Dock

Isidoro Pons ..... " " "

Pethoo ..... " " "

Actio ..... " " "

Titan ..... Cosmopolitan "

Huangshan ..... " " "

PAIRED THE CANAL.

OUTWARD—Oak Branch, April 22; *Vladimir*, Labuan, 26; *Woolwich*, May 3; *Temak*, Sikk, 6; *Radnorshire*, Ceres, 9; *Adama*, 13; *Darmstadt*, Ireni, Shanghai, Agst, Astoria, 17; *Baniarte*, Benidol, Ison, Oceanian, Pak-lar, Tanialus, Kinali, Kwang Ping, 20-23; *Gerard C. Tobey*, Guangy, Dismal, 24; *Brentford*, Hirths, Cowley, Edin, 25; *Monte Carlo*, Samsa, Socotra, Yarravoula, 27; *Maria Valeria*, Giulia, Balaorai, Chikhang, Glasgow, 31; *Chingwa*, Nestor, Tencir, Howth, Hall, Indrapura, June 3.

HOMEWARD—Japan, April 22; *Turbo*, 30; *Bornio*, May 3; *Copack*, 6; *Elm Branch*, 9; *Gerda*, *Dardanus*, *Sunda*, 13; *Benalder*, 17; *Prins Heinrich*, 24; *Glanahel*, 27; *Salaste*, 31; *Manila*, Wally, June 3.

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S



## Announcements.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
MIKE MARU.....	Kobe and Yokohama	THURSDAY, 9th June, at 4 P.M.
SENDAI MARU.....	VLADIVOSTOK, via SHANGHAI, CHEFOO, CHENULPO, NAGASAKI, FUSAN and GEMSAN.	FRIDAY, 10th June, at 4 P.M.
YAMAGUCHI MARU.....	SEATTLE, WASH., via KORE and YOKOHAMA	TUESDAY, 13th June, at Noon.
IDJUMI MARU.....	BOMBAY, via SINGAPORE (Transshipping Cargo for Java Ports) and OLOMO	TUESDAY, 14th June, at Noon.
KAWACHI MARU.....	MARSEILLES, LONDON and ANTWERP, via SINGAPORE Transshipping Cargo for Java Ports, PENANG, COLOMBO and PORT SAID	TUESDAY, 14th June, at 4 P.M.
TOKIO MARU.....	THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	FRIDAY, 1st July, at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 3rd June, 1898.



## SETTING UP OF DISTILLERIES

Rice - Corn - Sugar-cane, etc.

PRODUCTION OF EXTRA-NEUTRAL ALCOHOLS

SETTING UP OF  
Liquors Factories - Preserves Factories  
Laboratories of Druggists - Essences Factories  
STEAM KITCHENS

ECROT &amp; GRANGE, rue Mathis, PARIS

Apply to Messrs. DODWELL, CARILL &amp; Co., Hong Kong.

## TEETHING BABIES

need time for the teeth. All children need time for a healthy formation of the growing bones. Curvature of the spine, bow legs, and soft bones do not have enough time. When children are thin they need material for making flesh.

## Scott's Emulsion

contains lime, and also the very essence of rich blood and healthy flesh. It has a remarkable effect on babies and children, insuring a healthy growth. The problem is simple. Scott's Emulsion contains the actual elements of food in an easy form for digestion and assimilation. Try it.

Sole Agents for Hongkong and the Empire of China:—WATKINS &amp; Co., Hongkong.

## SERRAVALLO'S FERRUGINOUS QUININE.

THE GREAT AUSTRIAN TONIC

OR

PERUVIAN BARK AND IRON.

Over 200 Medical Certificates testifying its great STRENGTH-GIVING PROPERTIES and at the same time being of an

EXQUISITE TASTE.

Sole Agents for Hongkong:—

A. S. WATSON &amp; Co.

Hongkong, 1st September, 1896.

## Shipping.

## STEAMER.

HAMBURG-AMERICA LINE.

(EAST ASIATIC SERVICE.)

FOR LONDON, HAMBURG AND ANTWERP.

(Taking Cargo at through rates to AMSTERDAM, ROTTERDAM, LISBON, Oporto, LIVERPOOL, GLASGOW, NORTH and SOUTH AMERICAN PORTS.)

THE Company's Steamship

"ADRIA"

Captain Reuter, will be despatched for the above Ports, on TUESDAY, the 14th instant. For Freight, apply to

CARLOWITZ &amp; Co., Agents.

Hongkong, 6th June, 1898.

[673]

Hongkong, 7th June, 1898.

[723]

## Shipping.

## STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.

FOR TAIWANFOO.

THE Company's Steamship

"HANGCHOW," Captain Pearce, will be despatched as above TO-MORROW, the 9th instant, at 10 A.M.

For Freight or Passage, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 8th June, 1898. [725]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"CHELYDRA," Captain Davis, will be despatched as above TO-MORROW, the 9th instant, at 3 P.M.

For Freight or Passage, apply to JARDINE, MATTHEWS &amp; Co., General Managers.

Hongkong, 3rd June, 1898. [714]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"THALES," Captain Bathurst, will be despatched for the above Ports, on FRIDAY, the 10th instant, at 10 A.M.

For Freight or Passage, apply to DOUGLAS LAFRAIK &amp; Co., General Managers.

Hongkong, 7th June, 1898. [721]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"SINGAN," Captain Jamieson, will be despatched as above on FRIDAY, the 10th instant, at Noon.

For Freight or Passage, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 7th June, 1898. [722]

CHINA NAVIGATION COMPANY, LIMITED.

FOR CHEFOO AND TIENTSIN.

THE Company's Steamship

"KWEIYANG," Captain Overbridge, will be despatched as above on FRIDAY, the 10th instant, at 4 P.M.

For Freight or Passage, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 7th June, 1898. [694]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AIRLIE," Captain Kock, will be despatched for the above Ports on FRIDAY, the 10th June, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &amp;c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON &amp; Co., Agents.

Hongkong, 23rd May, 1898. [672]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"PYRRHUS," Captain Bai, will be despatched as above on SATURDAY, the 11th instant.

For Freight, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 1st June, 1898. [706]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.)

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship

"VINDOBONA," Captain E. Beller, will leave for the above places on TUESDAY, the 14th instant, P.M.

For Freight or Passage, apply to SANDER, WIELER &amp; Co., Agents.

Hongkong, 7th June, 1898. [716]

"BEN" LINE OF STEAMERS.

FOR LONDON, VIA SINGAPORE.

THE Steamship

"BENLAWERS," Captain A. Webster, will be despatched as above on or about the 22nd instant.

For Freight or Passage, apply to GIBB, LIVINGSTON &amp; Co., Agents.

Hongkong, 6th June, 1898. [720]

SAILING VESSELS.

FOR SAN FRANCISCO.

THE British Bark

"WEST YORK," W. L. Foster, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to SHEWAN, TOMES &amp; Co., Agents.

Hongkong, 7th March, 1898. [1352]

FOR SAN FRANCISCO.

THE 100 A 1 British Ship

"IMBERHORNE," Lever, Master, shortly expected here, will load for the above port and will have quick despatch.

For Freight, apply to SHEWAN, TOMES &amp; Co., Agents.

Hongkong, 19th March, 1898. [414]

## Mails.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"PARRAMATTA," Captain C. F. Preston, R.N.R., carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 11th June at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France and Ten for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &amp;c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 a.m. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. A. RITCHIE, Superintendent.

Hongkong, 23rd May, 1898. [65]

NORTHERN PACIFIC STEAMSHIP COMPANY.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Arizona... 5,395 | J. Panton, R.N.R. | June 9.  
Tacoma... 2,549 | A. Dixon... | July 2.  
Victoria... 3,157 | J. Truebridge... | July 19.  
Olympia... 2,603 | T. H. Dobson... | Aug. 6.

\* Calling at YOKOHAMA and TACOMA only.

Also

FOR PORTLAND, OREGON,

IN CONNECTION WITH

OREGON RAILROAD AND NAVIGATION COMPANY.

Mogut... 3,854 | W. H. Wright... | June 18.  
Columbia... 2,605 | A. Gow... | July 9.  
Braemar... 3,601 | E. Porter... | Aug. 13.

THE attention of Passengers is directed to the very cheap rates offered by this Line.

HONGKONG TO LONDON £47.

Excellent accommodation. First-class Table, DOCTORS and STEWARDSS carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Ports on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to DODWELL, CARILL &amp; Co., General Agents.

Hongkong, 9th June, 1898. [64]

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Sachsen... Wednesday 12nd June.  
Bayern... Wednesday 12th July.  
Prinz Heinrich... Wednesday 17th Aug.  
Darmstadt... Wednesday 14th Sept.  
Preussen... Wednesday 12th Oct.  
Sachsen... Wednesday 9th Nov.  
Bayern... Wednesday 17th Dec.  
Prinz Heinrich... Wednesday 4th Jan. '99.

ON WEDNESDAY, the 2nd day of June, 1898, at 9 A.M., the Company's Steamship

"SACHSEN," Captain H. Sommer, with

MAILS, PASSENGERS, SPECIE &amp; CARGO,

will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on Monday, the 20th June. Cargo and Specie will be received on board until 5 P.M. on TUESDAY, the 21st June, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 21st June. Contents of Packages are required. No Parcel Receipts will be signed for less than £2.50 and Parcels should not exceed Two Feet Cube in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.

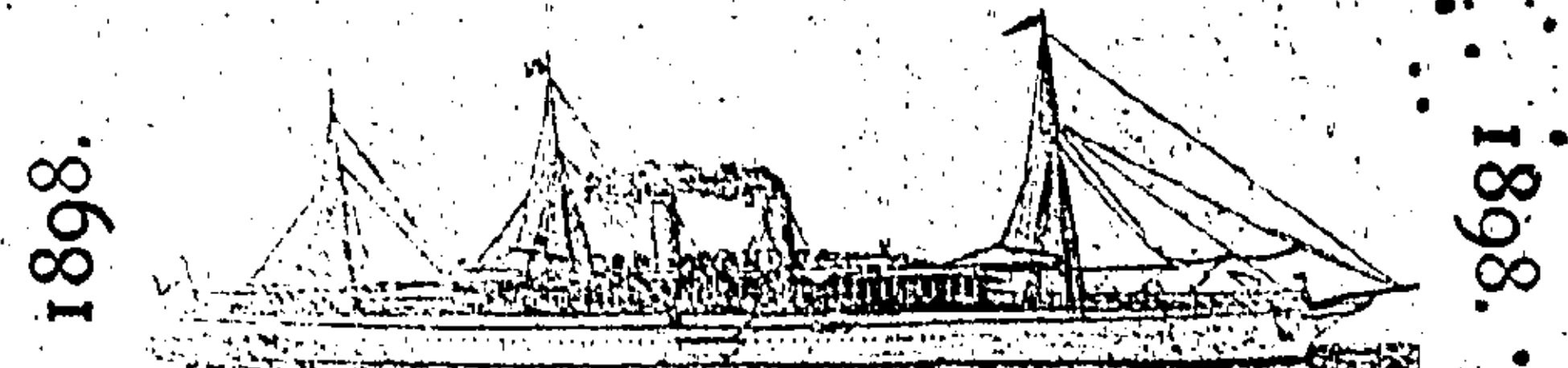
Linen can be washed on board.

For further Particulars, apply to MELGHERS &amp; Co., Agents.

Hongkong, 25th May, 1898. [663]

## Mails.

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



1898.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—4,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 29th June, 1898.  
EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 29th July, 1898.  
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 10th August, 1898.

The magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &amp;c., apply to D. E. BROWN, General Agent, Paddy's Street.

Hongkong, 8th June, 1898.

OCCIDENTAL &amp; ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS, ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Galle (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 16th June, at Noon.  
Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 5th July, at Noon.  
Delice (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 26th July, at Noon.

THE Company's Steamship

"GAELIC," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on TUESDAY, the 26th June, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCELS PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 28th May, 1898.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Peru (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 4th Aug., at Noon.  
City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 23rd Aug., at Noon.

THE U. S. Mail Steamship

"PERU," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 4th August, at Noon, taking States, and Passengers and Freight for Japan, the United States.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC CENTRAL PACIFIC, UNITED PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct connecting Railways, and from Chicago to destination the choice of direct line.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 4 P.M. same day. Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.